Hartsfield Atlanta International Airport
Plans to Improve Operational Efficiency

Current Situation:

- Atlanta was the 8th most delayed airport in the U.S. in 2000 (based on FAA OPSNET reported delays).
- Atlanta's current scheduled traffic meets or exceeds its good-weather capacity for almost 2 hours per day, and exceeds adverse-weather capacity for more than 8 hours of the day.
- On good weather days, about 3 percent of the flights are delayed significantly (more than 15 minutes) and on adverse weather days 6 percent are delayed significantly.
- **NOTE**: Delays of 15 minutes or more as reported in FAA OPSNET System.

Future Demand:

- Demand is forecast to grow by 28 percent over the next 10 years.

  (Source: The FAA 2000 Terminal Area Forecast. Demand is defined as total number of operations).

Planned Improvements:

- Airport construction will reduce delays on the airport surface and will add to airside capacity.
  - A new runway, planned for completion in 2005, is expected to improve Atlanta's capacity benchmark by 31 percent in good weather and by 27 percent in adverse weather. This assumes that airspace, ground infrastructure, and environmental constraints allow full use of the runway.
  - Additional taxiways and high-speed turnoffs plus terminal construction will also reduce gate contention delays and improve runway utilization.
- Procedure, airspace, and technology improvements are expected to further improve good-weather capacity to a total increase (with the new runway operational) of 37 percent and adverse-weather capacity to a total increase of 34 percent over the next 10 years.
  - Improved arrival and departure procedures are expected to improve efficiency (FMS/RNAV routes, improved STARs and DPs and PRM to support triple simultaneous approaches).

    NOTE: The agency recognizes that the PRM equipment could provide benefits to closely-spaced parallel runways with center lines between 3000 and 4300. These benefits will be realized when the users commit to PRM.

- FFP1 and FFP2 capabilities will increase terminal airspace capacity and efficiency (pFAST and TMA).
- Avionics improvements and the associated procedures are expected to improve situational awareness thus enhancing safety and improving terminal airspace capacity (ADS-B/CDTI with LAAS).

Other Potential Considerations:

- All airlines should examine their individual scheduling practices.